

Key Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	Vote Threshold for Appropriation
Corridor Mobility Improvement Account	\$4.5 billion	<p>State highway system improvements or major access routes on the local road system on highly congested travel corridors that relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times.</p> <p>Criteria for including a project:</p> <ol style="list-style-type: none"> 1. High priority project based on fact that project (a) is nominated by Caltrans and RTPA (b) has committed matching funds to fully fund project. 2. Can begin construction by December 31, 2012 3. Improves mobility by improving travel times 4. Improves access to jobs, housing, markets and commerce <p>➤ Where projects offer the same mobility improvements, CTC shall consider the project's air quality and safety benefits.</p>	<ul style="list-style-type: none"> • California Transportation Commission (CTC) subject to certain criteria, including north/south 40/60 split pursuant to Section 188 of the Streets and Highways Code. • Regional transportation planning agencies and Caltrans may both nominate projects. • CTC must update program of projects every two years. 	<p>December 1, 2006: CTC must adopt guidelines including regional programming targets.</p> <p>January 15, 2007: Deadline for Caltrans and RTPAs to submit requests to CTC</p> <p>March 1, 2007: Deadline for CTC to adopt initial program of projects; updated every 2 years</p> <p>Annual – CTC required to include a program update as part of its annual report to Legislature.</p>	2/3
Trade Corridors	\$2 billion	<ul style="list-style-type: none"> • Infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors that have a high volume of freight movement, as determined by the CTC. Eligible projects include (1) Highway capacity improvements, (2) freight rail system improvements, (3) port capacity and efficiency improvements (4) truck corridor improvements, (5) border access improvements, (6) surface transportation improvements related 	<ul style="list-style-type: none"> • Trailer Bill • CTC selects projects and is required to consult the Trade Infrastructure and Goods Movement Plan submitted to the CTC by the Secretary for Business, Transportation and Housing and the Secretary for Environmental Protection. • CTC must also consult goods movement plans adopted by regional agencies, long-range plans 	<p>January 1, 2007: No funds shall be allocated from this account before the Trade Infrastructure and Goods Movement Plan is submitted to CTC, provided it is submitted by this date.</p>	2/3

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	Vote Threshold for Appropriation
Trade Corridors (cont'd)		<p>to goods movement to and from airports.</p> <ul style="list-style-type: none"> Minimum of 1:1 match required of local, private or federal funds, except for border access improvements. Higher match requirement to be determined on a case-by-case basis. CTC may give priority to projects with a higher local match. 	<p>and the statewide port master plan, pursuant to Section 1760 of the Harbors and Navigation Code.</p> <ul style="list-style-type: none"> Allocations must: (1) address state's most urgent needs (2) balance the demands of various ports (large and small, as well as seaports, airports and land ports) (3) provide reasonable geographic balance (4) place emphasis on projects that improve mobility while reducing diesel and other pollutant emissions, among other factors. 		
Air Quality – Trade Corridors	\$1 billion	Air quality improvements above and beyond current law related to reducing the effects of emissions related to freight along the state's trade corridors.	<ul style="list-style-type: none"> Trailer Bill Appropriated by Legislature to Air Resources Board 	N/A	Majority
Port Security	\$100 million	Port, harbor and ferry terminal security improvements, including, but not limited to (1) video surveillance (2) explosive detection equipment (3) cargo scanners (4) radiation monitors (5) thermal protective equipment.	The State Office of Emergency Services (OES) for grants for ports, harbor, ferryboat and ferry terminal operators	The OES must report to Legislature by March 1 every year on how funds were expended that year	Majority
School Bus Retrofit	\$200 million	School bus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.	Appropriated by Legislature	N/A	Majority

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	Vote Threshold for Appropriation
State Transportation Improvement Program (STIP)	\$2 billion	Same as current law	Appropriated to Caltrans, distributed according to SB 45 formula.	N/A	Majority
Public Transportation, Modernization, Improvement, and Service Enhancement Account	\$3.6 billion	Rehabilitation, safety, modernization improvements, expansions, new capital projects, bus rapid transit improvements, or rolling stock procurement, rehabilitation or replacement. <ul style="list-style-type: none"> \$1.3 billion for Bay Area region; \$987 million in revenue-based funds, \$347 million in population-based funds. 	Appropriated to Caltrans, for distribution according to the STA formula (Public Utilities Code 99313 and 99314)	N/A	Majority
Intercity Rail	\$400 million	<ul style="list-style-type: none"> Intercity rail improvements \$150 million set-aside for rolling stock 	Appropriated to Caltrans	N/A	Majority
State-Local Partnership Program	\$1 billion	<ul style="list-style-type: none"> Project eligibility not specified 1:1 match requirement of “local funds” 	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature to CTC for grants to transportation agencies 	Five-year program	Majority
Transit System Safety, Security and Disaster Response Account	\$1 billion	Capital projects that provide “increased protection against a security and safety threat and for capital expenditures to increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods and emergency personnel and equipment in the aftermath of a disaster.”	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature 	N/A	Majority

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	Vote Threshold for Appropriation
Local Bridge Seismic Retrofit Account	\$125 million	<ul style="list-style-type: none"> Match for federal Highway Bridge Replacement and Repair (HBRR) funds for seismic work on local bridges, ramps and overpasses 	Appropriated by Legislature, with projects selected by Caltrans.	N/A	Majority
Highway-Railroad Crossing Safety Account	\$250 million	<ul style="list-style-type: none"> \$150 million for completion of “high priority” grade separation and railroad crossing safety improvements pursuant to Section 2450 of the Streets and Highways Code. 1:1 local match requirement. Subdivision (g) of Section 2454 of the Streets and Highways Code — which caps the total project cost for a single project at \$5 million — shall not apply. \$100 million set-aside for high priority railroad crossing improvements, to be selected in consultation with the High Speed Rail Authority, Caltrans and the Public Utilities Commission. 	Combination of Caltrans and the CTC: \$150 million - Appropriated by Legislature to Caltrans. \$100 million allocated by CTC, in consultation with Caltrans and the Public Utilities Commission. CTC must also consult and coordinate with the California High Speed Rail Authority on determining the use for this portion of funds.	N/A	Majority
Highway Safety, Rehabilitation and Preservation Account	\$750 million	<ul style="list-style-type: none"> \$500 million for the purposes of the State Highway Operation and Protection Program (SHOPP). \$250 million to fund local intelligent transportation system (ITS) improvements, including traffic light synchronization projects or other technology-based improvements to safety, operations and effective capacity of local streets and roads. 	Appropriated by Legislature to Caltrans. Caltrans responsible for developing the program to fund local ITS.	N/A	Majority

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	Vote Threshold for Appropriation
Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account	\$2 billion	Improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety, including street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities or local match to obtain state or federal transportation funds for similar purposes.	Allocated by formula as follows: <ul style="list-style-type: none"> \$1 billion for counties, distributed 75% based on registered vehicles/25% based on county-maintained road miles \$1 billion to cities, based on population, except that no city shall receive less than \$400,000 	N/A	Majority
Regional Planning, Housing & Infill Incentive Account	\$850 million	<ul style="list-style-type: none"> Capital outlay related to infill housing development, including up to \$200 million for park creation, development or rehabilitation to encourage infill development Water, sewer or other public infrastructure costs associated with infill development Transportation improvements related to infill development and traffic mitigation Brownfield cleanup that promotes infill housing development and other development consistent with regional and local plans. 	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature 	N/A	Majority

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	Vote Threshold for Appropriation
Transit Oriented Development (TOD) Implementation Fund	\$300 million	<ul style="list-style-type: none"> Infrastructure necessary for the development of higher density uses within close proximity to a transit station, or to facilitate connections between that development and the station. Loans for housing developments (including mixed-use, commercial). At least 15 percent of the housing development's units must be affordable for at least 55 years. The housing developments must also be on parcels at least a portion of which are within a quarter-mile of a transit station. 	<ul style="list-style-type: none"> Appropriated by Legislature to the Department of Housing and Community Development to provide grants to cities, counties or transit agencies. HCD must consider, among other criteria, the extent to which a project will increase transit ridership and minimize automobile trips. HCD must also grant "bonus points" for projects in an area designated for infill development as part of a regional plan. 	N/A	Majority